

AGC Weekly News

The weekly newsletter of the Auckland Gliding Club at Drury, Auckland

Weekend Roster

Saturday

Tug Pilot:
Instructors:
Duty Pilot: Volunteer
Winch Driver: No winching

Sunday

Tug Pilot:
Instructors:
Duty Pilot:
Winch Driver: No winching

The following eight snips have all been submitted by Russell Thorne...

Our Summer Instructors

Our first European instructor is now leaving Germany for New Zealand and will arrive in Auckland on Thursday 5th January.

Georg Schulte previously instructed at Wellington Gliding Club in 2018. We look forward to welcoming Georg to the Auckland Gliding Club once he has taken a couple of days rest at home

before starting flying at Drury.

Miha Gosak from Slovenia arrives January 20th and will receive some training in New Zealand procedures and validation before he commences flying at the club,

New Booking System



website - do not go directly to soaringtrack.com as we used to do. You need to choose between a Trial Lesson, or as a Club Member, which leads you through to the booking site.

<https://glidingauckland.co.nz/book-a-flight/>

We are trialing a policy which restricts the number of trial flights to two per day; one at 11am and one at 1pm. We are monitoring this to see how it pans out.

Club pilots please note that you must book a training flight or tow via the link on the new

Visitors from other and overseas gliding clubs

We have a number of overseas glider pilots visiting New Zealand right now. Just this week we welcomed an Aussie pilot from the South Gippsland Gliding club at Leongatha. Take a look at <https://sggc.org.au/>



Please pay your way

A reminder when you visit another club, please pay your fees before leaving the club. This obviates the treasurer spending time chasing you for payment, or for you to incur an invoice charge when they do not know your details. Recently a number of Auckland pilots did not comply with the local rules at Piako Gliding Club.

If you are unsure of the local rules, please ask for advice.



Photographs from the Auckland Competition

Here is a selection of photographs from the first day of the competition.

<https://www.facebook.com/media/set/?vanity=GeoffSoperPhotography&set=a.688714172799242>

If any club members want original copies of the

photos, please send a request to sopergeoff@outlook.com

There was a request from somebody without contact details, so please try again.

Jobs still needing to be done

We have nearly got our club house ready for the arrival of our visiting instructors. Anyone able to help with the tasks listed here will be highly appreciated. This needs to be completed over the next couple of days.

Clean Windows
Make up beds
Mop floors in ablution block
Move Caravan from Briefing Room
Tidy up Fridges and Kitchen dishes
Re-stock Bar

Women in Gliding



Following on upon the recent first solo for our Angelie Madsen at age 15, we need more women and girls in Gliding. Andrea is a great ambassador of the sport.

<https://www.youtube.com/watch?v=5A6lczipfvE>

When Jets become Gliders



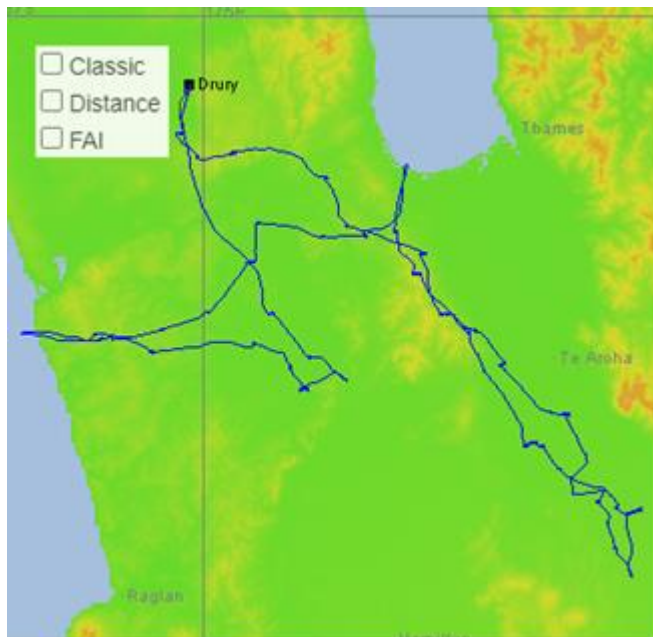
A double engine failure.

<https://www.youtube.com/watch?v=2rHk01Glp4c>

There have been a couple of high points over the last week or so worth mentioning.

The first was Seamus' insistence that the K21 should be deployed to Matamata for a Christmas camp, even if we hadn't organised one. Pushing further, he lobbied for the K21 to stay at Matamata, even though there were several bookings for twins at Drury on the last day of the year.

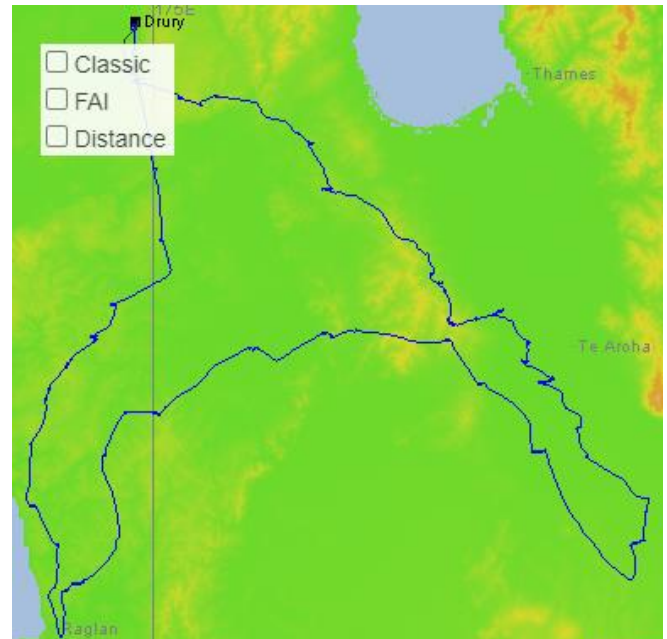
Seamus was right: Drury coped using other twins, while several members went to Matamata and enjoyed the different location and style of flying, also the pleasure of mixing with another club. Towards the end of 2023, the club will canvas interest in a Christmas camp. I'd forgotten how good they can be. After all, my first camp was nearly 50 years ago.



Tim's flight

The second was the Drury enterprise competition which, as you may have guessed, has been

beaten into submission by the weather (the third North Island contest of the season so affected). The first day was good for everyone except me, as I felt as though I'd forgotten how to fly. Keith Macy cleverly out-thermalled me and carried on, while Tim Bromhead and John Robertson both made epic flights, down to Matamata then up to Maramarua and down the other side to Raglan and home again. There are some great photos of the day on the club's Facebook page.



John's flight

The key thing about this truncated competition was the way so many people came together to make it happen. At one of the briefings I pointed out that competitions have about one support person for every three pilots. The fact that there are so many people willing to help others have their day in the sun is a great testament to the sport.

Interesting Video



2022 – First Year Flying the Phoebus

A good video about flying what was probably the first composite production glider.

<https://www.youtube.com/watch?v=6UGEltMr4Iq>



Foto © Petr Kolmann-AeroHobby

I've just returned from Japan where I was doing my B787 type rating, followed by line training towards being re-qualified as a co-pilot with Air Japan, it took three and a half months in total. As you could imagine, my mind has been only on work for all that time, as it's a way of securing my gliding future and retirement. Prior to those 3.5 months, I was in Australia, but with money only going one way (out!), I found myself doing very limited gliding to save money so I didn't (literally) run out, I perhaps only did two flights after my season finished in late April 2022. In this article, I aim to talk about recognising your lack of recency & mistakes that I made, plus what I did to correct them.

Top Pilots Make Mistakes

The first thing to be aware of is that we're not perfect, we are human, and humans make mistakes. No matter how experienced we are, incidents and or accidents can still happen to us. Recently a friend who had 10,000hrs & another with 3000hrs plus, with a no accident history, had an incident that required some repairs to his

glider. Both had been working themselves hard with family commitments, work, and house chores over the time prior to the incident, add in some Australian heat, pressure of the competition or flight, the ducks do line up. When times like this occur, it's time to take a step back and realise that even the seemingly perfect and top pilots can make mistakes when not current.

I felt like I was in the same category recently, so what did I do? Firstly, I recognised that I hadn't flown for almost 6 months. While my experience vs my club's requirements would've allowed me to fly by about 4 days, I decided it wasn't worth the risk. My bi-annual flight review was coming up too, so what better time to do it. It was a good day for flying this day, a few friends told me, "you'll be right, just do it on the next flying weekend". I stuck to my guns and had my check flight, which as you'd imagine, went smoothly without any issues. I learnt a few things from my instructor and the direction that the GFA wants to take when conducting these checks, a valuable flight.

Know When to Step Back

I like to finish every flight with a competition finish simulation, mainly for fun and only when the environment and conditions are sufficient. This first flight back in the air was no different, though I noticed that when I was at 500', I wasn't in the usual energy state that I'm usually in. I had 110kts on the ASI, but a bit too far out to convert it into the 130kt at 50' at the finish line. I took a step back, knowing that I could make it work if I wanted to, but realised that I wasn't current and this wasn't the time or place. So I backed off the competition finish, bled off the speed in level

flight, joined the circuit, and lived to tell another tale.

The trick is to know in the first place when you're not current or not feeling your best, take a step back and realise that we are human, humans make mistakes; allow a margin for error (should apply for every flight, but more so on these days) and you almost can't go wrong.

Safe Circles,
Adam Woolley

Banner Photo by Petr Kolmann

Our summer instructor arrives to awful Auckland weather

G



Georg Schulte arrives today to a wet and windy Auckland. For interest, here is some information on his home club, Luftsportverein – Aichach e.V., or in English, Air Sports Union Aichach. It is situated near Munich in southern Germany.

To take a look at his club (pictured above), go to <https://lsvaichach.de/>



Google Maps

<https://www.google.com/maps/place/48%C2%B028'29.0%22N+11%C2%B008'08.0%22E/@48.4731375,10.8555252,10z/data=!4m2!3m1!1s0x0:0x939d8ca5c62b9a0b>

Instagram

https://www.instagram.com/lsv_aichach/?utm_source=ig_embed&ig_rid=1fea421f-aa6b-4f87-81d6-1bf73f1224bf






Weekend Weather

Intermittent rain for most places on Saturday, although heavy and persistent rain from Coromandel to Hawke's Bay. Brighter weather for Northland and Auckland, with some sunshine in those regions after morning rain clears. Mild temperatures and northeast wind.

A cooler day for many on Sunday as the wind turns to the southeast. Showers throughout the day in the east and in the south, while morning showers clear up to a mainly fine day in other areas.

Weekend weather continued...

⚠ Severe Weather Watch			
Friday 6 JAN		Morning rain, easing to a few showers from midday. Northeasterlies.	▲ 22°C ▼ 19°C
Saturday 7 JAN		Partly cloudy with showers. Light winds.	▲ 25°C ▼ 17°C
Sunday 8 JAN		Showers becoming widespread south of Orewa for a time in the afternoon and evening, some heavy. Southerlies, turning easterly	▲ 26°C ▼ 17°C

Auckland Gliding Competition 2023



John Robertson does a final pull-up in the DG300 on his return to Drury on day one. Thanks to Geoff Soper for the picture.

Another Video from Gerard



Join me on this magic (convergence) carpet r
over the Nevada desert

Magic carpet convergence over the Nevada
desert.

<https://www.youtube.com/watch?v=Mp4aoKufM7g>

Members' Small Ads



PW5 KF for sale. Current Annual until Dec 2022. Ready to fly. Approx 800 hours flying. Radio, altimeter, airspeed indicator, electric and mechanicals varios. Includes open trailer. Also Includes free use of hangar space at Drury until 31 Oct, 2022, if required. **Priced to sell at \$8,000.** Ideal for single ownership or cheap syndicate. Reason for sale is that glider is surplus to requirements. Phone Murray on 0275 875 438



(file photo only)

One share for sale in Grob G109 (ZK-GOC). Touring type motor glider in excellent condition. Upgraded with Limbach L 2400, so has much better take off performance than the standard G109. **Price for share is \$15 000.00.** Contact Russell Jones on 021 180 5544 or email russell.jones@orcon.net.nz

This newsletter was compiled by Peter Wooley wooleypeter@gmail.com

Roster

	Instructor 1	Instructor 2	Tug Pilot	Duty Pilot	Winch Driver
Jan 2023					
Sat 14			John Bongrain, Dion Manktelow	Jonathan Ash	
Sun 15			TBA	Keith Macy	
Sat 21			TBA	Kevin Johnson	
Sun 22			Pat Driessen, Brett Nicholls	Lance Feldwicke	
Sat 28			Andy Campbell, TBA	Lois Kok	
Sun 29			TBA	Matt Findlay	
February					
Sat 4			John Bongrain, TBA	Matt Kerrigan	
Sun 5			TBA	Nathan Montano	
Sat 11			TBA	Peter Wooley	
Sun 12			Pat Driessen, Brett Nicholls	Patrick Lalor	
Sat 18			TBA	Peter Himmel	
Sun 19				Tristan Harvey-S	
Sat 25				Wolfgng Schenk	
Sun 26				AJ Dudley	
March					
Sat 4				Allen Pendergrst	
Sun 5				Dylan Watson	
Sat 11				Frank Excell	
Sun 12				Geoff Green	
Sat 18				Geoff Gaddes	
Sun 19				Georgia Schofld	
Sat 25				Gerard Robertsn	
Sun 26				Caleb Rosvall	